

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:31 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 111 Const Calendar Day: 42 Date: 16-Jul-2012 Monday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM**Precipitation** none**Condition** Partly Cloud, WindyWorking Day ☒ If no, explain:**Diary:**

Dispute

Paint

At about 7:20, I met with Andy Castaldi and we drove together to the job site discussing the fate of the sockets. I was under the impression that I was going to walk the jobsite with him today and coming up with yet, another list of sockets that need to be repaired for paint damage. He said that he was busy with the bike path all day long and that will not be able to walk the job site with me and postponed it until tomorrow. Moreover, he asked me if I knew that the list should be coming from Brian Boal and not me. I responded that I had heard about Brian Boal walking the job site with him, but not this latest piece of news. At any rate, we agreed that we will walk the job site and if there is a disagreement, we will involve the superiors at that point.

I then moved on to visit Mike Gaya at CCC's Konex but to no avail. I called him to find out about his plan for today, but that did not work either. In the meantime, I hooked up with Jim Lumley and we began touring the job site on the South Main Span going East and making a loop going West on the North Main Span. In that walkthrough, we looked at the new brackets at different panel points, but of importance was a few that were damaged during installation that will need touch up at a later time. Also, we saw that there was damage to the metalizing surfaces on Cable Bands 108 & 110 at the South Main Span. We were able to see only the North face of the CBs as viewing the South face requires using a man-lift. On the South Side Span, all the brackets and the keeper plates had been repaired during my absence on Friday. This completes the paint repair of the brackets on the entire bridge. It should be mentioned that we saw a few locations on the North Side that had not been touched up. Jim Lumley marked up those few locations and using his DFT gage, he measured a few locations that seemed to be rusty and low in paint mileage. However, that proved to be false, and corroborated our earlier measurements that took place about 2 weeks ago (prior to the 4th of July holiday.)

Another item that we re-visited was the rat holes at the bottom of the stiffeners inside the brackets that had been caulked in China. Jim Lumley knew about this issue as he personally oversaw this work in China.

By about 9:30 I was done with this cursory inspection and moved on to the saddle to check the status of work at this location. Since the application of paint at the saddle last Tuesday, there has been no paint-related work at this location. The tie rods had been installed and tensioned with air tuggers removed. The plywood bridging the gap between the two saddles was gone as well. The damage to the saddle did not seem significant at all, but the galvanizing to the newly installed tie-rods was widespread. There were no painters working at this location as all of them are at splice #4.

Once back down on the deck at about 10:30, I looked for M. Gaya and called him again, but the result was the same: I could not get a hold of him. At about this time, I headed back to the office with the intention of reviewing submittal 2694 on Load Transfer. While reading this plan, Roman told me that he and Brian will



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 111

Date: 16-Jul-2012

Monday

be in the field and he would like me to be out there in about an hour so I can walk with Brian showing him some of the damaged sockets. Following of about 1 ½ hour of studying this submittal, I headed back to the field to meet with Brian and Roman.

I caught up with them at the North Side Span and showed Brian the problem we have with the rat holes. He snapped a few photos of brackets with and without rat holes. Then I filled him in on the conversation I had with Andy earlier this morning about the sockets and he was fine with our plan. Finally, we walked down on the North Main Span, where I pointed out a few examples of sockets that had been severely damaged.

Once again, I headed to CCC's konex box looking for Gaya, but I hooked up with Jim Lumley and James Brockman, instead. We discussed the immediate need of getting the saddle painted and cleaned as the placement of the housing was to happen within the next few days. Jim & I mapped out the scope of the work up there on cleaning and painting. James told me that he has to hear it from Andy before he proceeds with the work. On my way back up to the Tower Saddle, I called up Andy and relayed James' message and that we need to get up here soon. He told me that James is within his sight and that he will talk to him about mobilizing to the saddle. While up there, I marked up a few locations for repair, but stopped myself before getting too carried away. I had told Andy and James (as had Jim), that it does not make sense for us (Jim & I) to identify damaged locations only to have it removed during the solvent wiping of the saddle. This had happened on the west deviation saddle. As indicated before, the saddle seems to be in a relatively good shape, as there are not that many damaged areas at this location. The damage to the galvanized and Geomet bolts in addition to the newly installed galvanized tie-rods is more rampant.

Once back on the deck, I talked to Andy and he told me that he needs to talk to Scott Yeager and Adam Roebuck tomorrow, before letting CCC begin the final repair work at the saddle. I asked him to inform me as soon as he finds out and has a clear direction. He agreed. It should be noted that I had put Tony on notice about the imminent work on the saddle when I talked to him earlier this morning at 11:17. Consequently, all parties involved know that there is work to be done up on the saddle prior to the installation of the saddle housing.

Once off the bridge at about 15:30, I headed to the Pier to look at the saddle housing. There are rusted spots on the saddle that need to be repaired. There is evidence of rust in some of the bolt holes that are already plugged with galvanized bolts. It is not clear at this time when ABF is planning on having CCC repair the saddle housing, but CCC has made it clear that they will need direction from ABF to proceed with this repair.

No paint work was done today at the cable today.

I finished off the day with the review of Submittal 2694 on Load Transfer and and the Paint Specifications as it pertains to the Blast cleaning (SP6 & SP10).

04-0120F4	Bid Item: 067	C-PWS-076.067	Install & Adjust PWS 76-80
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-086.067	Install & Adjust PWS 86-90
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-091.067	Install & Adjust PWS 91-95
AMERICAN BRIDGE/FLUOR, A JV			



Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 111 Date: 16-Jul-2012 Monday

04-0120F4	Bid Item: 067	C-PWS-096.067	Install & Adjust PWS 96-100
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-101.067	Install & Adjust PWS 101-105
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-106.067	Install & Adjust PWS 106-110
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-116.067	Install & Adjust PWS 116-120
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 081	0-000-000.081	CLEAN AND PAINT CABLE SYSTEM
CERTIFIED COATINGS COMPANY			

04-0120F4	Bid Item: 081	0-000-000.081	CLEAN AND PAINT CABLE SYSTEM
AMERICAN BRIDGE/FLUOR, A JV			

Attachment

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

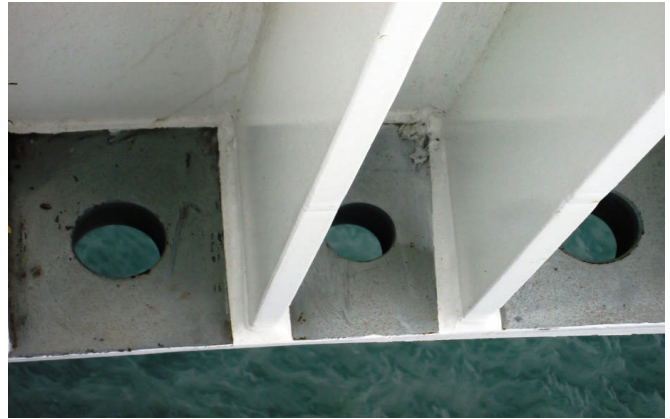
Diary #: 111

Date: 16-Jul-2012

Monday



RatHolesNot Plugged



RatHolesPlugged



SaddleTieRodsDamaged (1



SaddleTieRodsDamaged